
Mitigation Commitments

I-5 South Everett Park-and-Ride Lot and HOV Access Project
Environmental Assessment

The following list summarizes mitigation commitments identified during the environmental and preliminary engineering phase of the project. The EA discusses a variety of potential mitigation measures; those to be implemented are described below and incorporates those commitments stated in the EA. Sound Transit and WSDOT, as appropriate, are committed to implementing the following mitigation measures:

Transportation:

- Standard traffic control methods will be employed, as required by WSDOT and the City of Everett.
- Traffic control plans will be developed and required of construction contractors.
- A traffic control plan for local streets and I-5 will be developed and implemented to minimize impacts during construction.
- Development of detailed construction sequencing plans.
- Signage will be posted to ensure safety of construction workers and existing 112th Street S.E. and I-5 users.
- Scheduling I-5 construction for off-peak hours to the degree feasible.
- Restricting lane closures to off-peak hours where possible.
- Providing information on construction activities to local businesses and residents.
- The park-and-ride and HOV access ramps will become operational only after the entire project is completed.
- Signs will be installed along the northbound HOV access on-ramp indicating no access to Exit 189—SR 526 West or SR 527 North to SR 99 from the northbound HOV lane.
- Pavement striping will be installed between the northbound I-5 HOV lane and the adjacent through lanes from the northbound direct access on-ramp to just past the off-ramp to Exit 189.
- The City of Everett will adjust the signal timing at any affected intersections to minimize queues and delays during peak periods.

Air Quality:

- The project will abide by the WSDOT/PSCAA Memorandum of Agreement (“Control of Fugitive Dust from Construction Projects”)
- The project will follow guidelines set out by the Association of General Contractors of Washington (AGCW) in the brochure *Guide to Handling Fugitive Dust From Construction Projects* to reduce construction dust.
- The construction contractor(s) will be required to prepare a plan to minimize dust and odors sufficiently to comply with PSCAA Regulation I, Sections 9.11 and 9.15.

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- Construction machinery engines will be maintained in good mechanical condition to minimize exhaust emissions.
- The delivery and pickup of construction materials to the construction site will be scheduled to minimize the travel of trucks during peak traffic periods.

Noise:

- Construction contracts will require that mufflers on construction equipment are in good working order and that engine enclosures are used on equipment when the engine is the dominant source of noise.
- Stationary equipment will be placed as far as possible away from sensitive receiving locations, where not feasible or when noise impacts remain substantial, portable noise barriers will be placed with the opening directed away from the sensitive receiving property.
- The construction contractor(s) will be required to substitute hydraulically or electrically powered tools for combustion engine powered tools, where feasible.
- Equipment operators will drive forward rather than backward to minimize noise from back-up alarms, where feasible.
- Equipment operators will lift rather than drag materials, where feasible, to minimize noise from material handling.
- A noise barrier will be constructed at receptors 8 and 9 (east side of I-5 between the Breckenridge Apartment complex and the northbound travel lanes). The acceptability of a noise barrier at this location will be confirmed with the property owner during final design.

Geology and Soils:

- Temporary and permanent Erosion and Sediment Control Plan (TESCP) measures will be incorporated into project plans.
- A Stormwater Site Plan (SSP) consistent with the 2004 WSDOT Highway Runoff Manual will be prepared and approved prior to construction.
- During construction, the construction contractor(s) will be required to use best management practices (BMPs) to control erosion and reduce the potential for surficial slope instability related to post-development operation.
- Following construction, soils will be stabilized through revegetation and other proposed surface water management provisions.

Hazardous Materials:

- Prior to construction, the soil, sediment, and water in all ponds undergoing expansion or excavation will be investigated.
- The construction contractor(s) will be required to submit a Spill Prevention, Control and Countermeasures (SPCC) plan for approval prior to beginning construction. The plan will establish criteria for identification, characterization, remediation, and management of hazardous materials discovered or spilled at the project (Hazardous Materials Management Plan will be included as part of the SPCC plan). The SPCC plan will include a plan to manage the accidental releases or spills of hazardous materials.

Recreation:

- A pedestrian mitigation plan will be developed and implemented for the construction period. The plan will require that the construction zone and detour route for the Interurban Trail be identified with barricades, flagging, signage, and signalization for trail users as necessary to provide a safe crossing.
- Dust control measures will be implemented, as appropriate, to prevent dust from blowing towards the Interurban Trail.
- All areas of the Interurban Trail that are disturbed during construction will be fully restored to their original condition.

Social, Economics and Utilities:

- Emergency service providers will be kept informed of construction activities including any delays or closures of the 112th Street S.E. bridges or I-5.
- Construction activities will be avoided during peak morning or evening commute times to the extent possible.
- Utility operators will be given adequate notice of utility locations requiring alterations to existing lines.
- Utility customers will be given sufficient advanced notice of service disruptions.
- Everett Transit will be notified of traffic delays crossing the 112th Street S.E. bridges.
- Emergency phone boxes will be provided and will be easily identifiable.
- Passenger shelters will be clear and not enclosed.
- Low landscaping of shrubs and ground cover is preferable.
- Uniform lighting will be installed to reduce shadow areas in the park-and-ride lot.

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- Signage warning users not to leave personal belonging in their vehicles and that overnight parking is prohibited will be provided.

Cultural Resources:

- If archaeological resources are encountered, the material will not be further disturbed and the project engineers will be notified. An archaeologist will determine if the material is to be salvaged (construction may need to be temporarily halted until this is determined). If the archaeologist determines that the material is to be salvaged, the project engineer may require work in the vicinity of the discovery to stop until the material is salvaged. Depending on the nature of the material, the OAHP (State of Washington Office of Archaeology and Historic Preservation) and tribes with jurisdiction will be notified.

Visual Quality:

- Staging and stockpiling areas will be located in areas that will be less likely to be seen by residential and Interurban Trail viewers.
- Construction equipment will be left in these same areas at the end of shifts and not where it can be observed by the roadway, residential, or trail viewers.
- During construction, grading will be completed in a way that will reduce views of exposed soils and prevent or reduce erosion.
- Exposed soils will be revegetated through seeding as soon as possible.
- Efforts will be made to accelerate the schedule for construction in areas affecting the foreground of residential and trail viewers.
- The removal of existing evergreen vegetation will be delayed as long as reasonable without delaying the construction schedule.
- Landscaping within and around the park-and-ride facility will be planted with deciduous and native evergreen trees and shrubs.
- The fill embankment on the north and south sides of 112th Street S.E. will be planted with evergreen trees.
- The berm buffer on each side of the park-and-ride facility will be planted with deciduous and native evergreen trees and shrubs.
- Lighting fixtures chosen for these areas will minimize light escaping from the immediate area.
- Uniform lighting will be installed to reduce shadow areas in the park-and-ride lot.
- Parking islands will be planted with low-growing shrubs and tall deciduous trees.

- Views will be kept clear of vegetation to allow a clear line of sight across the park-and-ride lot.
- Public art may be incorporated into the park-and-ride lot following construction.
- The materials for structures will be selected in accordance with the guidelines of the WSDOT 1996 Roadside Classification Plan to reduce visual intrusion of new structures on the landscape.
- Efforts will be made to select materials with a color and texture that blend the new structures into the landscape.
- Slopes will be graded to blend smoothly with adjacent slopes and to reflect surrounding topography.
- Efforts will be made to adjust grading limits to protect desirable view elements (mature native vegetation), where possible.

Water Resources:

- An SSP will be prepared and implemented during any clearing, grading, or filling on the project site.
- The construction documents will require the contractor to prepare an addendum to the SSP that will specify the means to prevent any chemical from reaching stormwater, surface water, or groundwater. The addendum will provide specific BMPs for any chemicals or construction practices not already covered in the SSP.
- Silt fences and temporary sediment traps will be installed along critical areas.
- Temporary and permanent erosion and sediment control BMPs will be maintained and repaired as needed to assure their continued performance.
- In-water construction timing will be governed by conditions stipulated by the Washington State Department of Fish and Wildlife (WDFW) through the Hydraulic Project Approval (HPA).
- An inspection monitoring and remedial action plan will be implemented and coordinated by an appropriately trained, full-time construction inspector. The plan will include provisions for monitoring and contingency measures for spill or failure of any erosion control facilities.
- Regulatory permits (HPA and Water Quality Certification) will be obtained prior to construction.
- In-stream work within Silver Lake Creek will be conducted during the summer when the creek bed is typically dry. If dirt falls into the culvert during construction, it will be removed before water is redirected into the culvert.

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- Stormwater facilities will provide treatment for 100% of stormwater runoff from the project's new impervious surfaces.
- North Creek Threshold Discharge Area (TDA): an existing stormwater facility will be expanded in the North Creek TDA that will detain and treat stormwater within that TDA.
- A Stormwater Pollution and Prevention Plan (SWPPP) will be developed and implemented for the duration of the project.

Biological Resources:

- A combination of retaining wall and fill slope is proposed at the southern edge of the 112th Street S.E. widening and along the proposed northbound HOV access lane to avoid fill impacts to the stream and stream and wetland buffer impacts.
- Work in and around wetlands, streams, and ponds will be governed by conditions stipulated by the WDFW through the HPA.
- Temporary impacts to buffer vegetation from trampling or clearing, and impacts to soils through compaction by construction equipment will be minimized by restricting the construction zone in and near wetland buffers.
- Wetland buffer vegetation impacted during construction will be replanted to restore buffer functions.
- The embankment along the south edge of 112th Street S.E. will be planted with native vegetation, including evergreen trees, to restore buffer functions disturbed during construction.
- To replace some of the tree canopy removed for the project, landscaping for the project will consist of native deciduous and evergreen trees and native shrubs.
- Planting areas are proposed along the berms built between the main line of I-5 and the new HOV ramps.
- In accordance with WSDOT and City of Everett guidelines, landscaping at the park-and-ride lot will blend with and maintain a consistent appearance with existing conifers.
- Areas prone to wetness (e.g., swales, detention ponds) will be planted with water-tolerant plants. Slopes above the clear zone will be planted with a dense mix of mostly evergreen native conifers and shrubs. The area between the park-and-ride lot and the rounded cut slope will receive a transition planting to blend the dense evergreen native screen with the open ornamental landscaping proposed for the lot.
- Stormwater facilities will be located away from wetlands and wetland buffers.
- Wetland and stream buffer impacts will be mitigated at a 1:1 ratio or greater.

- Silt fencing, sediment check dams, and settling ponds will be installed to control erosion and sediment.
- Temporary erosion and sediment control facilities will be left in place until final site stabilization.
- After construction activities are completed, ground surfaces will be stabilized by hydroseeding, sodding, or other techniques.
- Equipment will be stored away from wetlands, streams, and/or surface water features.
- Waste and debris generated by the project will be removed from site and disposed of at a legal disposal site.
- Equipment used in and around the site will be clean, in good repair, and steam cleaned and inspected prior to use to ensure no fluid leaks occur; fueling of equipment will not take place within 300 feet of surface waters.
- The project will be developed using BMPs (as outlined in mitigation plan).
- Seek opportunities to lessen the adverse effect of reduced stream baseflow from the removal of forest cover in the addition of impervious surfaces in the North Creek and Silver lake/Penny Creek watersheds. Such opportunities include the incorporation of low impact development technologies, where feasible, to facilitate on site infiltration and reduce the volume of stormwater generated.

Land Use:

- Project designers will work with the City of Everett to achieve the goals of applicable portions of the City of Everett's Comprehensive Growth Management Plan.

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